

Omaha Speedway Invites the World on July 5th

BIG SPEEDWAY AND THE MAN WHO DID IT

To a Man of Whom You Have Little Heard Should Go a Great Deal of the Credit.

HIS NAME IS C. R. VAUGHN

Somewhere in the crowds when the new Omaha auto speedway makes its debut on July 5, there will be a short, stocky, bronzed man peering benignly at the great speedway and thanking his lucky stars that his work is done.

The chances are he will have spent the night at the grounds. Even if he doesn't he will surely be there at sunrise. Few will see him and probably if they do see him they will merely think him a part of the great throng which comes to see the race.

But the little army of men who have been behind the scenes, who have watched the birth and growth of the great enterprise will know him and recognize him as C. R. Vaughn, the man who took hold of the speedway fifty days ago and made it a reality.

An Impossible Job. But Vaughn has been the works for the last fifty days. On the fifteenth day of May the Omaha speedway was still more or less of a dream.

But one day the speedway directors mentioned the undertaking to Vaughn. "Know anything about speedways?" Vaughn was asked.

"Never saw one," was his reply. "Well, we've got one that must be built in fifty days, can it be done?" asked the speedway director.

"Sure, I'll attend to it," said Vaughn. And attend to it he did. Despite his many woes and cares that speedway was built and is ready for the first race.

Rain Interferes. Vaughn had his troubles, many of them. First the rain interfered. The first day Vaughn started to work the rainy season started and there were at least fifteen days that not a hand was turned at the speedway. It was hard to get the lumber out to the track because of the mud. Everything seemed to break against Vaughn, but the sturdy contractor never whimpered, never made an excuse, but simply promised all would be ready. And he made good on his promise, the track is up, the grandstand is up and everything is ready for Starter Fred Wagner to give the starting signal. It was a big piece of work and a lot of credit is due to Vaughn and his crew of 200 men who made the July 5 classic a reality.

NO BALL GAME CARDED FOR AFTERNOON OF JULY FIFTH

To give the speedway a clear field in the afternoon Pa. Bourke has decided to hold but one ball game July 5. Two are scheduled for that day, but Bourke has announced that only the morning game, starting at 10:30, will be played. The race will start at 12:30.

IS TRACK FAST AS CHICAGO?

Experts Declare Better Average Depends Entirely on Strength of the Tires.

MOTORS CAN GO STILL FASTER

But conceding that Omaha's track with its triple radius and its highly pitched turns is faster, can a motor turn over faster and can tires stand the test? Motor Engineers declare that engines can be tuned up to faster time. Granting that, can the tires stand the constant wear and tear?

It is feared they cannot. Sometime, perhaps, improvements will be made in tires so that they can stand the intense speed without literally burning up. But at the present a speed of 100 miles an hour is like putting a tire to a grinding stone and it soon wears down.

At Chicago Resta started out at a pace of 105 miles an hour. The crowd behind tried to keep pace. The result was that the right rear tires, which stood the brunt of the attack on the pitched curves, blew up at twenty-five and thirty miles. Immediately the pace was out, not because the track couldn't stand the speed or that the engines were unequal to it, but because the tires couldn't stand it.

That is the situation as it stands here. It is essentially a question of tires. If the tires can stand it without the average set by Resta at Chicago will be surpassed when the cars whizz around the new board speedway in East Omaha on July 5.

Will the time made on the Omaha speedway surpass that made at Chicago last Saturday is a question that speed enthusiasts in Omaha are asking themselves. It is a puzzling question, indeed, and many arguments pro and con are being advanced.

Both of the speedways are built on a similar plan. The track surface of each speedway is broad. There isn't a doubt but what the board track is faster than the dirt or the macadam or the brick. It is certain that the time made here will beat that made at Indianapolis, but will it beat Chicago?

At Chicago Dario Resta averaged 97.5 miles an hour. That is a world's record for the distance. The average at 300 miles was ninety-eight miles an hour, also a record for the distance. So it is one safe bet, if the Chicago time is beaten the driver who does it will certainly have to travel some.

According to the engineers who designed and built the Omaha track, and according to Jack Prince, who first broached the idea of the wooden speedway, the Omaha track can hold a speed of 120 miles an hour. This is surely faster than any time made at Chicago.

RAILROAD SPREPARE TO HANDLE THE BIG CROWDS

Railroads have announced that a number of special trains will come to Omaha on July 5 for the big auto race and the wrestling match. The Northwestern will run a special in from Oakdale and at night will run out two specials, one to Oakdale and one to Long Pine.

NEW ROAD TO AUTO SPEEDWAY OPENED

Motorists Will Not Have to Cross Tracks at Locust Street, but Can Take Another Route.

SPECIAL CARS ARE TO RUN

Take street cars on the Sherman avenue line going north on Fourteenth street. Cars run direct from town to the speedway every minute.

There are two automobile routes. From town go north on Sixteenth street to Grace, east on Grace to Eleventh, north on Eleventh to Lake, east on Lake to Fifth and north on Fifth to the speedway entrance. The other route is north from the city to Locust street, east on Locust to Fifth and north on Fifth to the speedway entrance. Signs will mark the course along both of these roads.

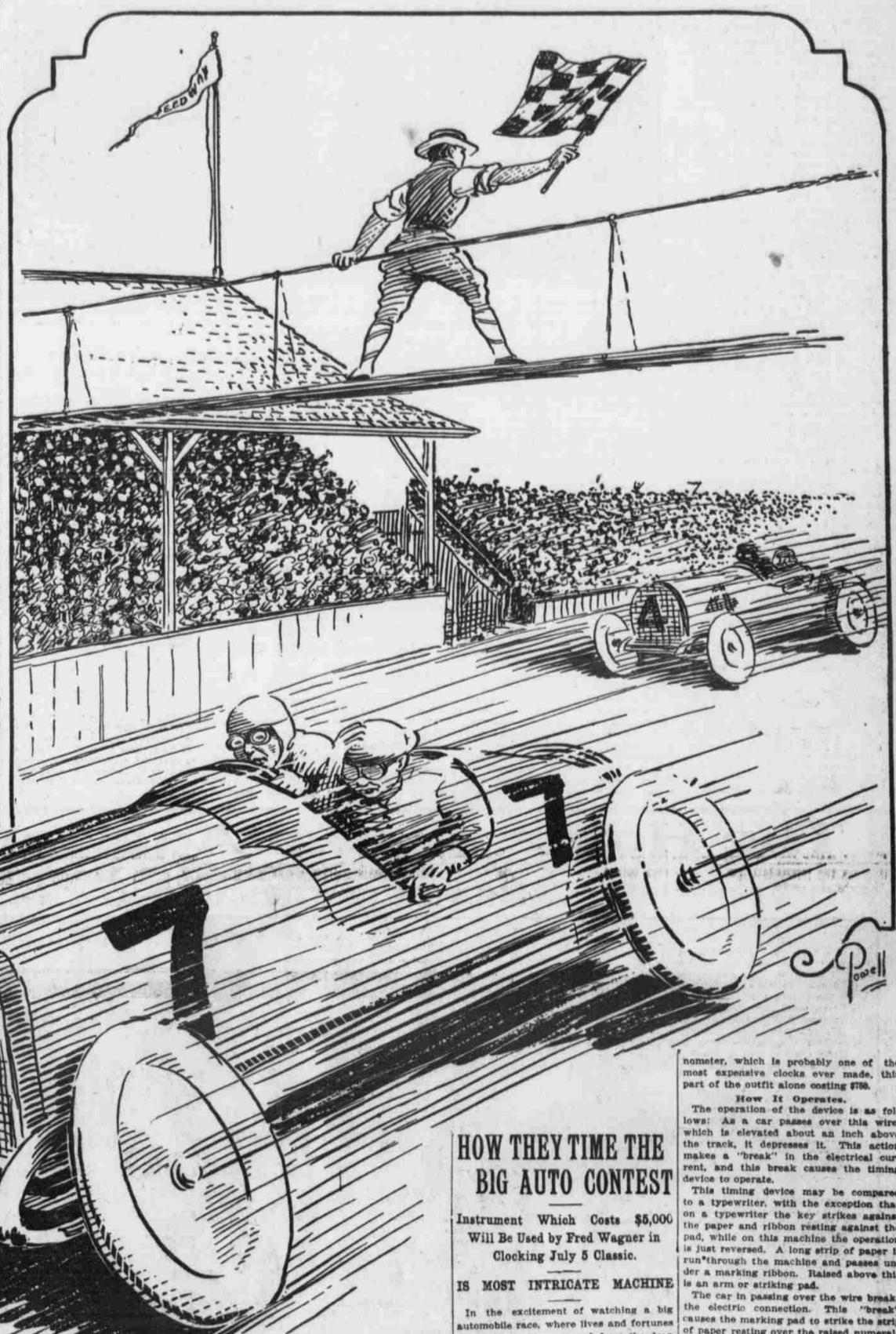
The directors of the Omaha Auto Speedway, for the accommodation of persons who wish to motor to the speedway on the day of the big race, July 5, have opened a new road to the track. This road is in good condition and permits motorists to go to the track without crossing the railroad tracks on Locust street. The Locust street road is also open and the two routes will make it much easier for the motorists.

The new route leads east on Grace street from Sherman avenue. The road runs east on Grace to Eleventh street, then north on Eleventh to Lake and east on Lake to Fifth. Thence on Fifth directly north to the main entrance of the speedway. Signs will be placed along the entire route so that motorists will have no trouble in locating the way.

Street cars to the speedway will leave town every minute. The street car company has promised to put every available car into service so that everybody will be afforded ample accommodations.

Fred Good to Be Head Of Technical Board

Fred Good, western manager for the Paige company, has been made chairman of the technical committee which will serve at the 300-mile classic on the new Omaha auto speedway July 5. Good is an old race driver. He spent seven years at the game, and what he doesn't know about a motor and racing cars isn't to be known. Thus one of the real, nice, hard jobs of the race was wished on to him.



When They Get the Speed Fever They Never Want to Quit

Tom Orr, member of the Maxwell racing team which is entered in the Omaha July 5 race, is one of the most interesting figures in the game. Orr is the man who first placed an automobile in a circus saucer. You all know the circus saucer, seen at every carnival and state and county fair. Seventy-five feet or so around and pitched to a high degree, the motorcycles or automobiles race around while spectators droop themselves over the top wall, fearing that the rider will be killed and at the same time hoping that he may take a spill.

Orr was the first man to put an auto in one of these tiny saucers. And there he received his first spill. He landed in the hospital and was there a couple of months while they patched his spinal column, which wanted to detach itself from his body. Then somebody said Orr would never come back. To prove this a false assertion he came back, drove a car in a race and returned to the hospital to have his spinal column repaired all over again. It had jerked loose from its moorings during the race.

Later Orr became an experimental expert for Ray Harroun and is the tester of the Maxwell racing cars. That he knows how to test them is evidenced by the fact that he tuned the Maxwells up to such an increased speed after the Indianapolis race that Bickenbacher clipped off ninety-five miles an hour in his. Gradually Orr returned to the game by testing machines. He asked Harroun for a mount and Harroun gave it to him.

Clip This Table and Keep Time on the Races at Speedway

The following figures will be interesting to spectators who attend either the race or the speed trials previous to the race at the new speedway. The table shows at a glance the speed being made in miles per hour when the time the lap is turned in is announced. For instance, if one of the drivers runs a lap in forty-five seconds flat a glance at the table will show that he traveled at the rate of 100 miles per hour. A lap on the Omaha track is a mile and a quarter and this table is compiled for a track of that length. Clip the table out and see how fast the drivers at the track are going. Clock them yourself and then look on your table.

Table with 4 columns: Miles, Seconds, Miles, Seconds. Rows show speed in miles per hour and lap times in seconds.

HOW THEY TIME THE BIG AUTO CONTEST

Instrument Which Costs \$5,000 Will Be Used by Fred Wagner in Clocking July 5 Classic.

IS MOST INTRICATE MACHINE

In the excitement of watching a big automobile race, where lives and fortunes are at stake every second from the drop of the starter's flag until the last car finishes, the public often marvels at the fact that the officials are able to furnish absolutely accurate and frequent detailed records of the time, distances, etc. of each car.

To the layman in the grandstand everything connected with a big race appears like one vast volcanic eruption, a cannonade of heavy artillery, with the sputtering forth of fire and smoke, gasoline fumes and burning rubber, through which the demon cars burst past the line of vision (time after time until the flag falls at the crossing of the winner).

Then, who knows "how fast?" Only the official starter, judges, timers and drivers themselves realize the importance of the little wire which a few stretched across the track at the starting and finishing point.

As each car passes over this wire its performance is "officially" recorded by means of one of the most delicately constructed devices ever manufactured.

Only Two Such Devices.

There are only two of these devices in America. One is owned by the Indianapolis speedway and used to officially time all the big races there, including the grand Memorial day annual event. The other is owned by the veteran "Starter" Fred Wagner, whose fame is world wide. It is this race-timer built for and owned by Fred Wagner that is used in timing the big California and Florida events, the annual Elgin road race, etc., and it is the official timing device of the American Automobile association (A. A. A.). These timing devices cost over \$5,000 each.

rometer, which is probably one of the most expensive clocks ever made, this part of the outfit alone costing \$750.

How It Operates. The operation of the device is as follows: As a car passes over this wire, which is elevated about an inch above the track, it depresses it. This action makes a "break" in the electrical current, and this break causes the timing device to operate.

This timing device may be compared to a typewriter, with the exception that on a typewriter the key strikes against the paper and ribbon resting against the pad, while on this machine the operation is just reversed. A long strip of paper is run through the machine and passes under a marking ribbon. Raised above this is an arm or striking pad.

The car in passing over the wire breaks the electric connection. This "break" causes the marking pad to strike the strip of paper resting over the raised numerals on the edges of the discs. Thus is imprinted on the paper the precise "time" as shown by the exact position which the discs may be in at the instant. The machine then automatically shifts the paper along ready to receive the next impression, which will be caused by the next car passing over the wire.

As the first car makes the circuit of the track it automatically records the precise time that the lap is made in.

A relay fitted within the device prevents the back wheels of the car from registering, but this relay does not prevent the registration of two cars which might pass over the tape within 5/100 of a second of each other.

Facts About the Big Auto Classic In Omaha July 5

Start: 12:30. Brake tests and reverse tests at 11 o'clock. Distance: 3 1/4 miles. Length of course: Mile and a quarter. Number of cars eligible: Seventeen. Prize money: \$15,000. Division of purse: \$6,500 to winner, \$3,000, second; \$2,000, third; \$1,000, fourth; \$500, fifth; \$200, sixth; \$100, seventh. Added prizes: \$50 to car leading at 120 miles and \$250 to car leading at 250 miles. Accommodations for spectators: Grandstand seating 5,000. Parking space for automobiles. Infield positions for general admission. Admission to grounds: Grandstand seats, 25 to 35; infield admission, 50. Starter: Fred Wagner. Referee: Spike Kennedy. Shutout for Federals. M'OOK, Neb., June 29.—A shut-out was administered by Burlington to the Federals in the McCook City league game here this afternoon. The score was 2-0.

Another Car Enters Omaha Auto Classic

Another car has entered the Omaha race. H. G. Donaldson, who entered the seventeenth car the first of the week, wired to F. J. McShane, director of contests, that he would enter a second machine. The entry is on the way. This is also a new car and said to be one that will clip off ninety miles an hour without even snorting.